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[78]

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TIME-TABLE

WEEK DAYS

From	To	Time	Interval
1.00 a.m.	to 8.00 a.m.	Every 15 minutes	
8.00	to 9.30	" " " "	10 "
9.30	to 11.00	" " " "	15 "
11.00	to 11.45 p.m.	" " " "	15 "
11.45 p.m.	to 1.15 a.m.	" " " "	15 "
1.15	to 2.15	" " " "	10 "
2.15	to 3.00	" " " "	15 "
3.00	to 5.00	" " " "	10 "

NIGHT CARS

8.50 p.m.	9.00 p.m.	9.30 p.m.
9.30 p.m.	to 11.30 p.m.	Every 20 minutes
11.45 p.m.		

SATURDAY

Extra Car—12.00 Midnight

SUNDAYS

From	To	Time	Interval
7.30 a.m.	to 10.30 a.m.	Every 15 minutes	
10.30	to 11.00 a.m.	" " " "	10 "
11.30	to 12.00 noon	" " " "	15 "
12.00 noon	to 1.00 p.m.	" " " "	15 "
1.00 p.m.	to 5.30	" " " "	15 "
5.30	to 6.00	" " " "	15 "
6.00	to 6.30	" " " "	15 "
6.30	to 8.30	" " " "	10 "

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Notes or by Cheque or Comptroller Order
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General Managers.

[79]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express a.m.	No. 2 Local a.m.	No. 3 Through Express p.m.	No. 4 Local p.m.	No. 5 Through Express p.m.	No. 6 Local p.m.	No. 7 Through Express p.m.	No. 8 Local p.m.
CANTON (Tai Kwa Tsai)	dep. 7.30	dep. 8.45	dep. 1.15	dep. 2.30	dep. 3.45	dep. 5.00	dep. 6.15	dep. 7.30
SEK KONG	arr. 8.15	arr. 9.30	arr. 1.45	arr. 3.00	arr. 4.15	arr. 5.30	arr. 6.45	arr. 8.00
Sham Chun	dep. 8.30	dep. 9.45	dep. 2.00	dep. 3.15	dep. 4.30	dep. 5.45	dep. 7.00	dep. 8.15
Shingwai	dep. 8.45	dep. 10.00	dep. 2.15	dep. 3.30	dep. 4.45	dep. 6.00	dep. 7.15	dep. 8.30
Tai Po Market	dep. 9.00	dep. 10.15	dep. 2.30	dep. 3.45	dep. 5.00	dep. 6.15	dep. 7.30	dep. 8.45
Tai Po	dep. 9.15	dep. 10.30	dep. 2.45	dep. 4.00	dep. 5.15	dep. 6.30	dep. 7.45	dep. 9.00
Shatin	dep. 9.30	dep. 10.45	dep. 3.00	dep. 4.15	dep. 5.30	dep. 6.45	dep. 8.00	dep. 9.15
Yuen Shan	dep. 9.45	dep. 11.00	dep. 3.15	dep. 4.30	dep. 5.45	dep. 7.00	dep. 8.15	dep. 9.30
Hongkong	dep. 10.00	dep. 11.15	dep. 3.30	dep. 4.45	dep. 6.00	dep. 7.15	dep. 8.30	dep. 9.45
KOWLOON	arr. 11.15	arr. 12.30	arr. 4.45	arr. 6.00	arr. 7.15	arr. 8.30	arr. 9.45	arr. 11.00

UP TRAINS.

Stations	No. 9 Local a.m.	No. 10 Through Express a.m.	No. 11 Local a.m.	No. 12 Through Express p.m.	No. 13 Local p.m.	No. 14 Through Express p.m.	No. 15 Local p.m.	No. 16 Through Express p.m.
Loan Ferry	dep. 6.35	dep. 7.50	dep. 8.10	dep. 9.25	dep. 9.45	dep. 10.60	dep. 10.80	dep. 11.95
KOWLOON	arr. 6.50	arr. 8.05	arr. 8.25	arr. 9.40	arr. 10.00	arr. 11.15	arr. 11.35	arr. 12.50
Shingwai	dep. 7.05	dep. 8.20	dep. 8.40	dep. 9.55	dep. 10.15	dep. 11.30	dep. 11.50	dep. 13.05
Tai Po	dep. 7.20	dep. 8.35	dep. 8.55	dep. 10.10	dep. 10.30	dep. 11.45	dep. 12.05	dep. 13.20
Tai Po Market	dep. 7.35	dep. 8.50	dep. 9.10	dep. 10.25	dep. 10.45	dep. 12.00	dep. 12.20	dep. 13.35
Shatin	dep. 7.50	dep. 9.05	dep. 9.25	dep. 10.40	dep. 11.00	dep. 12.15	dep. 12.35	dep. 13.50
Yuen Shan	dep. 8.05	dep. 9.20	dep. 9.40	dep. 10.55	dep. 11.15	dep. 12.30	dep. 12.50	dep. 14.05
Hongkong	dep. 8.20	dep. 9.35	dep. 9.55	dep. 11.10	dep. 11.30	dep. 12.45	dep. 13.05	dep. 14.20
CANTON (Tai Kwa Tsai)	arr. 10.30	arr. 11.45	arr. 12.05	arr. 13.20	arr. 13.40	arr. 14.55	arr. 15.15	arr. 16.30

* Will stop at Tai Po and Shingwai for First-Class Passengers on Mails
being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the services mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

From	To	Time	Interval
Shatin	dep. 8.30	12.00	1.30
Shatin	arr. 9.35	12.05	2.15
Shatin	dep. 10.30	1.00	1.30
Shatin	arr. 11.15	2.00	2.30

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Max. Draft of Ship taken	32 "	32 "	32 "
Max. Draft of Ship taken	32 "	32 "	32 "

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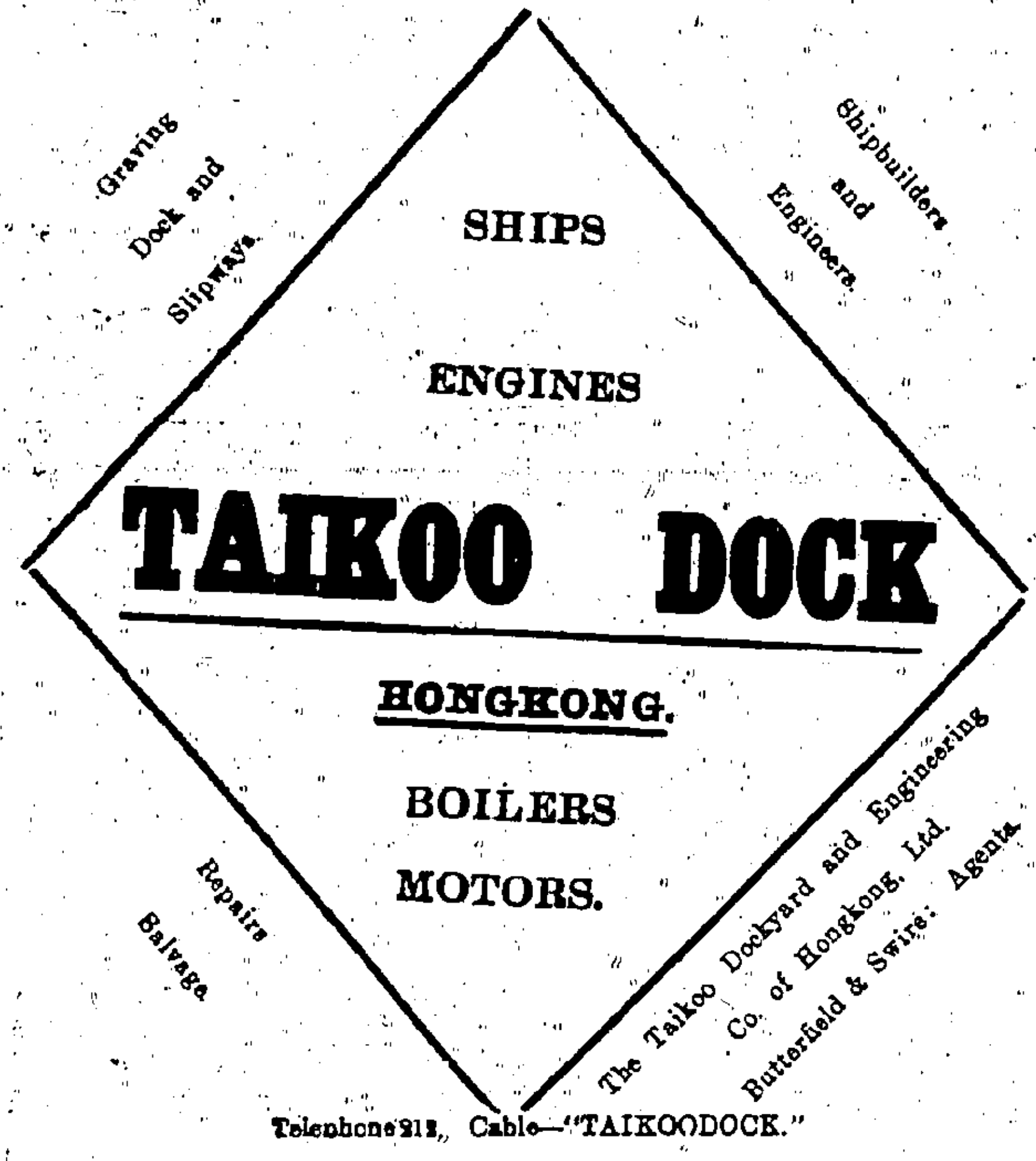
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REVISED BY THE MEMBERS.

PRICE

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COAL NATIONALISATION.

DEBATE IN THE HOUSE OF LORDS.

In the House of Lords on July 18th, Earl Bessy called the attention of the House to the recommendations relating to the nationalisation of the coal industry contained in the reports of the Coal Commission, and to the "disastrous effects of bureaucratic interference in trade and industry." Government departments should not be allowed to interfere with the capacity of the industry to bear it. The concessions which had been made had not removed the danger of Bolshevism. The people of this country voted overwhelmingly against Bolshevism at the last election, and they certainly did not put the present Government into power to encourage it. Our sacrifices during the war would be in vain, one victory would be a hollow one, if the trade of the country went to ruin. Unless the people came to their senses we were in for a disaster similar to that which had befallen the Roman Empire in its last days.

The first thing the people had to realise was that wages had not come down and not so up. The Government surrendered to the demands of the Triple Alliance six months ago was the chief cause of the trouble we had to face. There was no justification for the rise in wages at that time. No class in the country was more patriotic than the miners, and if the Government faced the question as they should have done at the time our trade and industry would not be in its present condition.

In his report Mr. Justice Sankey had observed that the present system of ownership stood condemned, and that some other system must be substituted for it. That proposition could not be justified. It was under private ownership that the output of coal in the country rose from 128,000,000 tons in 1873 to 387,000,000 tons in 1913. This development was due to private enterprise and to the willingness of capitalists to sink money in pits and expensive plant. It was also due to the enterprise of our merchants in seeking markets abroad.

The system of administration sketched out by Mr. Justice Sankey for the administration of the mines under national control did not commend itself to those who were experienced in mine management. There could be no divided responsibility in the pit. There must be one man responsible and one only. Mr. Justice Sankey further considered that, as the result of the war, there was a new class of men who were just as keen to serve the State as a private employer. But to run an industry during the war, irrespective of the cost of production, was a totally different thing from running one in peace time, when everything depended upon keeping down the cost of production. (Cheers.) He hoped most sincerely that the Government would not be deterred by the threat of Mr. Smillie or others from doing their duty. In view of the falling off of output the Government were certainly not justified in further reducing the hours of labour. He did not think the miners were wholly to blame for the shortage of output, as there was a shortage of mining appliances and trucks, but certainly they were partly to blame. He was against nationalisation because it would be fatal to the industry. In his opinion the remedy was to group the mines in each district. There was great value in having mines grouped together. The improved conditions for employment came from the employer, who conducted his business well and made a good profit, and it was the duty of their Lordships to curb bureaucracy and see that individual enterprise was given fair play.

A "DISCREDITABLE AFFAIR." The Duke of Northumberland said it was the universal opinion of the people of the country that the Coal Commission was a most discreditable affair, and deplorable in its results. (Hear, hear.) Some cynical person had observed that the Government had acted wisely in appointing this Commission because they had given the miners' representatives sufficient rope to hang themselves. He did not say so himself, but the Government had themselves to blame for any such conclusion being drawn. It was somewhat unfortunate that one of our most eminent judges was selected as chairman of the Commission, because it gave it the appearance of a judicial inquiry, which it never was. The report involved a deception of the public at which the Government had connived. Both the executive of the Miners' Federation and the Fabian Society had ulterior aims. The ultimate purpose for which they worked was the expropriation of all land and minerals. The majority vote for the nationalisation of coal, therefore, was really a vote for the nationalisation of all private property and enterprise.

Sir J. Sankey proposed to trust to the honour of the miners and their leaders to make nationalisation a success. It was as well known to Sir J. Sankey as to everyone else that the leaders had made most solemn promises to the Government which they had been unable to bind their men to observe. Who were the miners' leaders?

It is the noble Duke continued, a perfectly well-known fact that the president of the Miners' Federation was engaged in fomenting revolution during the war. We know he was engaged in forming Workmen's and Soldiers' Councils. He said so himself. The man is perfectly sincere; but that is what he was doing. He is even now threatening direct action if certain demands are not granted. I want to know whether it is consistent with the dignity and honour of this country that we should have to depend upon the honour of this gentleman with regard to the future conduct of the most vital of all our industries. In this great crisis, it was absolutely essential that the country should have leadership. (Cheers.) If it was to have leadership it was equally essential that the Government should substitute conviction and principle for "an open mind." (Cheers.)

Lord Joicey held the view that the Coal Commission was not impartial. Every man on it had his own views regarding nationalisation, and no evidence brought before it would make much difference to their opinions. Nationalisation as shown by every Government-controlled industry, meant higher costs, higher fares, more inefficiency. He was one of those who had suffered from Government control, and he considered it would be the maddest thing for Parliament to put this industry under a Government department.

SHORT HOURS AND LOW OUTPUT. His experience of shorter hours was that it always reduced production, and he was looking for a large decrease in production when the seven and six hour-days came into force. When he discovered that America produced 170 tons per man per annum against our output of 240 tons he made inquiries, and the decision arrived at, as a consequence, was that the American coal-seater worked long hours and extremely hard. In Durham to-day the minimum wage was 12s. 6d. per day plus free house and coal. The men were content with this, and did not see the necessity for working harder, a fact which accounted to some extent for the reduction in output.

Illustrating the effect of lower output upon the country's industries, the noble lord mentioned that Americans could now supply steel at £3 to £1 per ton cheaper than we could produce it. Unless we secured increased production to compensate for higher prices we should suffer most seriously from the competition of America, Germany, and Japan. If we had not sufficient coal for export the freight for imports would greatly increase. If an export of coal were reduced exchanges would be against the country. He hoped the Government would put its foot down when the interests of a section went against the interests of the whole population.

Lord Incheape said nationalisation was nothing more nor less than syndicalism. It was proposed not in the interests of the public as a whole, but solely in the interests of a particular class. As a profit-making proposition no industry could be successfully worked by the State. Nationalisation would not be of the slightest benefit to the workers. Nationalisation was aimed at in the case of shipping. That had gone by the board. In the second place it was aimed at the mines and the railways. If these two great industries were taken over by the Government, all other industries would be in danger, and we should finish up by attempting to earn our livelihood by taking in each other's washing. The national expenditure would be at least £370,000,000 a year, but the inhabitants of the British Isles would be able to meet the charge if the Government would turn down wild-cat schemes and if the inflation caused by paper currency were got rid of. They must leave industries to work out their own salvation by freeing them from bureaucratic control. They must face a higher bank rate than 5 per cent, and prices would go down as the bank rate went up. The whole financial structure was artificial, and they must get back to sound policy.

Nationalisation of industry or Syndicalism would destroy the whole fabric on which the prosperity of the nation rested, and, if it were adopted, a generation or two would see Great Britain lowered to the position of a fourth-class Power, her magnificent trade gone, her population reduced by one-half, her resources bankrupt, and her credit extinct. If necessary, they must as patriots, in the best interests of the country and in the best interests of the working classes themselves, face the situation boldly, feeling assured that everything would eventually come right. The might be a few Bolsheviks in these islands, but they did not number more than one in a hundred, and our people, both men and women, were far too sensible to be led along the path which would inevitably lead to the destruction, not only of themselves individually, but of the nation as a whole. (Hear, hear.)

A MIDDLE COURSE. Viscount Haldane said the Government served the country when it appointed the Coal Commission. The coal strike, which was only averted by a few hours, would have plunged the country into chaos and disaster. Mr. Justice Sankey did his work admirably. With regard to other matters, he neither agreed with the Duke of Northumberland's opinion of Mr. Smillie nor with Mr. Smillie's opinion of the noble duke. His complaint of the debate was that they had been discussing the wrong point. They were now living under a democracy, in a sense which was unknown a few years ago. Labour was now tremendously organised, both politically and industrially. Of course, it was all very beautiful to talk of "no surrender," but if they did not surrender, what then? If they fought the miners they might have to fight the railwaymen and the transport workers as well. What were they going to do?

The coal-owners asked to be left alone, and said they could manage the miners. But they had not managed the miners. It might be that the State could not manage this industry as well as private enterprise, and he did not know whether nationalisation was practical. But there was a case for inquiry.

Referring to Sir John Sankey's belief in the existence of a new class of men who would take service with the State, the noble Viscount mentioned that there was an experimental period of three years provided for under the report, during which period these men might be trained. Could we by an adequate system of training produce men of that keeness of spirit which would enable them to deal with an entirely new business? Sir John Sankey was as well aware as their Lordships of the disadvantages of State enterprise, but what he said was: "The situation is so grave that you must, and both described as nationalisation, but which were in many essentials utterly unlike one another. He must say—not speaking as the mouthpiece of the Gov-

ernment, which had not come to a decision on this subject—that whatever might be their own feelings or inclinations, in this matter, it was hardly possible to doubt that there was an irresistible claim by opinion, not only in this country, but in all countries of advanced civilisation, which might result in a greater measure of public ownership and control than had existed in the past in regard to so fundamental a national asset as our coal industry.

One of the great recommendations of nationalisation was that the State, after all, was to some extent the miners themselves. The only way of dealing with the problem was to bring the miners under the leadership and control of a different set of men.

Lord Gainford contended that however men were trained they would never do the same efficient work for the Government as they would under a well-conducted private enterprise system. It was quite impossible for a Government to run a business on the same economic lines as private individuals. While they were moral in character, honest in conduct, and attended to their calling regularly, inefficient workers in the public service could not be eliminated.

Half the men in the collieries he knew were receiving a minimum wage, and they were not doing their best. It was idle to suggest that it was a question of wages and trucks. In 1908 the average output per man was 294 tons per year; in 1918 it went down to 212 tons per year, and it would go down to 190 tons in the year ending July next. That was compared with 350 tons per year per man in America before the war.

The export trade had been built up to 80,000,000 tons per year before the war, and it was built up by individuals getting to know individuals in foreign ports and making themselves responsible for all kinds of business complications—work which it would be impossible for any Government department to undertake. The Government should decentralise the coal industry. Their suggestion that the profit should be 15s. 2d. per ton was not acceptable to the coal trade. It was 6d. or 8d. below what was agreed to in 1917.

As to royalties, the Government had nothing to gain by purchasing them; and as to the coal-owners' relations with the men, he was quite certain that if they could get over these troublesome times there was no reason these relationships should not resume their old form.

Lord Nunburnholme said he did not wish to say anything against the colliers. They were splendid fellows, and all remembered the gallant deeds of the miners' battalions—(hear, hear)—but he did think some of their leaders went too far in pressing these demands. They were jeopardising the whole trade of the country.

A TRIBUTE TO MR. SMILLIE.

Lord Asquith said he did not wish the remarks about Mr. Smillie to go out unchallenged. Mr. Smillie was a man whom he had known for many years; he was a difficult man to make an agreement with, but when he made an agreement he would keep it for all he was worth. Although Mr. Smillie would not sign one agreement, his executive did, and he was bound by that agreement, and loyally adhered to it.

The Duke of Northumberland was understood to say he did not attack Mr. Smillie's private honour, but he thought it was inconsistent with the dignity of this country to rely upon his assurance in view of his record during the war.

Lord Asquith, continuing, said the public was up against three bald facts: (1) There was going to be an increase in the rate of wages; (2) there was going to be a decrease in the number of hours worked, which must cause reduced production; (3) there was going to be an alarming decrease in production, and this was a serious proposition for the coming winter. Employers and miners should discuss together methods of securing the supplies which were essential to increased production. As an old Civil servant, he emphatically asserted that if nationalisation of the coal industry meant putting it under the ordinary Civil service, that body was quite unfitted for the work, and he would oppose the proposal root and branch.

GOVERNMENT REPLY.

Viscount Milner, replying for the Government, said the tone of the debate had been a rather gloomy one. Although he realised that the position was serious, he was not prepared to sit down and wail. Indeed, in some respects there were fresh elements of hope, and the very great shock which the public had received during the past week by being made to realise the situation might be the commencement of better things. It was now fully admitted by the miners themselves that means must be found to compensate for the great increase in the cost of production, otherwise we were threatened as a nation with disaster which would inevitably involve the loss by the miners of the very benefits they had recently secured. He was firmly convinced that "necessity, the mother of invention" would find a way out. More than that, he believed that nothing else, but sheer necessity would ever have got this country to adopt improvements, economic in production, distribution and the use of coal, suggested, advocated, and preached by expert authorities for years and years.

THE ROAD TO SALVATION.

Compensation for higher wages and shorter hours must be achieved in two ways: (1) By greater energy and skill on the part of the workers; (2) by latest appliances, and organisation in the production and distribution of coal, and by a more scientific use of it. This was the only real road to salvation. He believed that there was room for improvement in both these respects to an extent which would not only compensate for the recent increases, but would make the industry prosperous and a source of strength to the nation.

The debate had consisted very largely of an attack upon what was known as the system of nationalisation. There were two totally different proposals which were both described as nationalisation, but which were in many essentials utterly unlike one another. He must say—not speaking as the mouthpiece of the Gov-

ernment, which had not come to a decision on this subject—that whatever might be their own feelings or inclinations, in this matter, it was hardly possible to doubt that there was an irresistible claim by opinion, not only in this country, but in all countries of advanced civilisation, which might result in a greater measure of public ownership and control than had existed in the past in regard to so fundamental a national asset as our coal industry.

But when he spoke of public control he wished emphatically to reiterate the suggestion that a great industrial and commercial concern could be run from Whitehall on the ordinary principles of the Civil Service. The training, experience, and whole habit of men of the Civil Service were not relevant to the conduct of industrial and commercial concerns. They had heard nothing from start to finish except the deplorable consequences of public control. Public control was apparently regarded as to a great extent responsible for the present difficulty in the coal trade. But for the public control of practically everything during the last years of the war we should have come to complete disaster. Excepting for America, this country had come through the actual injuries of the war, and with the least general discontent. He doubted whether de-control had not been too rapid. What they had done in the war was vastly better than if they had left things to their course according to the ordinary rules of private competition.

Before the war the cost of production in the mines was increasing. The wages were increasing, and the output per head was falling off. Two or three years before the war they had one of the highest strikes in the history of this country, and it nearly brought industry to a standstill. In spite of the huge concessions made to the miners, there was not satisfaction and rest in the industry, and at the time the war broke out we were "kicking up another crisis." The war "laid the crisis; it did not create it." They had got to face not necessarily nationalisation, but vast changes in the system under which coal in the country was produced and distributed.

The fact was that the whole face of industry was undergoing transformation, not only in this country, but in every country in the world. The old industrial order was passing away. They had to try and lend a hand in the peaceful establishment of the new order. He believed that in the future, as in the past, there would be room for the development of private enterprise and an increasing amount of public control. The trend of modern thought and modern social development was all in favour of the greater socialisation of certain fundamental and basis industries. Coal might be one. It did not follow that even if the tendency was a right tendency it could be achieved in a day.

EXPERIMENT IN PUBLIC CONTROL.

He had never been able to understand why they should not try, in the matter of the production of coal, the experiment of public working, of working under public control a certain area of mines, and seeing what the result was. If the result were a failure, the man with the open mind would not wish to go further on these lines. If it were favourable, he would expect some of their Lordships to be converted to what was very unpopular in that House at present. They should not let themselves be divided into two hostile camps. All men of goodwill should do their best to realise the intense gravity of the situation and the vast national issues at stake, and work out a solution which would bring about a better social relation between all those who were interested in the conduct of this industry.

The Marquis of Salisbury described the contrast between the English and American output of coal as most appalling.

Viscount Milner thought there were some special reasons. The German output was not better than the English before the war.

The Marquis of Salisbury said the Sankey report was made in a panic, and a report made in a panic was not worth the paper on which it was written. He agreed that the status of workers should be raised. They should become partners and not merely wage-earners. He believed that industry was a high duty to the State, and he shrank from seeing it degraded by those temptations and opportunities for corruption which State ownership might carry with it.

The motion was by leave withdrawn.

R.A.M.C. WAR MEMORIAL FUND.

The following is a further list of subscribers to the above fund:—

Per Dr. Marsh,		
Shanghai	£150.00	
A. Stephen, Shanghai		
Wei-hai-wei	25.00 and \$	1.00
Dr. Moorhead, Fochow		25.00
Dr. Wright, Swatow	2.20	
Colonel Humphry, R.A.M.C.		70.00
Major Harding, R.A.M.C.		30.00
Captain Monteith, R.A.M.C.		15.00
Anonymous		50.00
27th Co., R.A.M.C.		20.00
Rank and file		50.00
C. L. Sanders		

Previously known £200.50 \$ 271.00

Ledged 154.60 3,333.47

Total £254.10 \$ 3,604.47

The subscription-list has now been closed in Hongkong, and a sum of \$1,162.15.7 has been sent home.

(Other Local News will be found on Page 6.)

HONGKONG LEGISLATIVE COUNCIL

THE RICE BILL IN COMMITTEE.

QUESTION OF REGULATIONS.

MR. ALABASTER FIGHTS FOR A PRINCIPLE.

A meeting of the Legislative Council was held in the Council Chamber, at 10.15 yesterday. There were present: HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT (Hon. Mr. CLAUDE SEVERNS, C.M.G.); HIS EXCELLENCY MAJOR-GENERAL F. VERNON, C.B. (General Officer Commanding Hong Kong); Hon. Mr. A. G. M. FLETCHER, C.B.E. (Colonial Secretary); Hon. Mr. H. E. PELLOCK, K.C. (Attorney-General); Hon. Mr. C. McI. MESSER, O.B.E. (Colonial Treasurer); Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works); Hon. Mr. E. R. HALLIDAY, O.B.E. (Secretary for Chinese Affairs); Hon. Mr. E. D. C. WOLFE, (Captain Superintendent of Police); Hon. Mr. LAU CHU PAU; Hon. Mr. HO FOOK; Hon. Mr. C. G. ALABASTER, O.B.E.; Hon. Mr. S. H. DODWELL; Hon. Mr. E. V. D. PARR; Mr. A. DYER BELL, Clerk of Councils.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table Financial Minutes 52 of 1918 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and this was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table the report of the Finance Committee No. 8 and moved that it be adopted.

The COLONIAL TREASURER seconded, and this was agreed to.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled, an Ordinance to repeal the Sugar Convention Ordinance, 1904.

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The "Objects and Reasons" stated:—The object of this Bill is to carry out the instructions received from the Secretary of State for the Colonies for the repeal of the Sugar Convention Ordinance, 1904, in view of the withdrawal of His Majesty's Government from the Convention.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled, an Ordinance to amend the Law relating to Indictments in Criminal Cases, and matters incidental or similar thereto. In doing so he said: The object of this Bill, sir, is to simplify in this Colony the forms of indictment in criminal cases and to provide for the inclusion of the names of the accused in the indictment.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

The COLONIAL SECRETARY moved that the Bill be referred to the Committee.

Hon. Mr. ALABASTER moved that the words "or by indictment" in Clause 1, subsection 1, of the Bill, and that the words "as to costs, and," in subsection 5 (c) should be deleted. He remarked that the Bill had followed the English form too slavishly and the words dealing with costs were unnecessary.

The ATTORNEY-GENERAL—The hon. member who represents the Justices of the Peace mentioned this point to me and I quite agree with him. I am quite prepared to accept the amendment.

The COLONIAL SECRETARY—It is not the fact that solicitors prosecute in criminal cases that they draw up the indictment. The Attorney-General does not charge for it. It is not the practice to charge any costs in the Colony for drawing up indictments.

The amendments were agreed to.

In Sub-section 2 of Clause 8, the Attorney-General moved that the date of November 1st, should be inserted as that upon which the Ordinance would come into operation.

Hon. Mr. ALABASTER suggested the 9th, or the 10th, of a month as it was the practice to commit for trial not later than the 10th. The idea was to bring all the persons tried at the Sessions under one Ordinance.

The ATTORNEY-GENERAL suggested the 12th of the month and it was agreed that the 12th, October should be inserted.

The COLONIAL SECRETARY moved that Sub-section 2 of Clause 8 should be re-numbered Clause 9 and this also was agreed to.

Council then resumed and the ATTORNEY-GENERAL moved the third reading of the Bill as amended.

The COLONIAL SECRETARY seconded, and the Bill was read a third time.

THE RICE BILL IN COMMITTEE.

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LANE, CRAWFORD & CO.

LADIES' AND CHILDREN'S DEPARTMENT

SALE

FROM AUGUST 29th TO SEPTEMBER 6th

THE WHOLE STOCK GREATLY REDUCED

LANE, CRAWFORD & CO.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type gets worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER; let us demonstrate to you its further advantages.

Messrs. BREWER & CO., (Sole Agents: Hongkong).

UNIVERSAL IMPORT & EXPORT CO., GENERAL COMMISSION AGENTS. (Hotel Mansions, Top Floor). P.O. BOX 348.

MR. R. DEGUINEM, Travelling Agent for the world famous Perfume Manufacturers G. F. Freres of Paris—established 1828—has just arrived. Samples now exhibited at "Universal Import & Export Co., Hotel Mansions, top floor.

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD. Head Office: No. 47 & 48, Connaught Road, Central, Hongkong; Telephone No. 1223 & 1224. Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone No. 1225. Branch Factory: Wing Hing Street, Causeway Bay, Hongkong. Cable Address: "Hingwah".

SALE! SALE! NOW ON IN OUR GENTLEMEN'S DEPARTMENT ONLY.

We are offering all slightly soiled and surplus goods at BARGAIN PRICES:

Boots & Shoes ... \$ 9.75 Ties ... 50 cts, \$1.00 Socks (Wool) ... \$ 1.00 Garters ... 25 cts Raincoat ... \$17.50 Hand Bags ... \$2.75 Overcoats ... \$ 9.75 etc., etc., etc.

SEE WINDOWS.

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB.

THE SECOND AQUATIC NIGHT FETE will be held at the V.R.C. on SATURDAY EVENING, 6th inst., at 9 P.M. sharp (weather permitting).

The events open to non-members will be: Running Race, Ladies Race 2 Lengths Handicap, Girls Race 2 Lengths Handicap, Boys Race 2 Lengths Handicap.

All post entries. Admission, non-members \$1.00. Members, Ladies, Sailors and Soldiers in uniform 50 cents.

A String Band will be in attendance. R. H. B. MITCHELL, Hon. Secretary. [1211]

TO LET.

VERY Nice Furnished Apartments with Board, in Upper Levels. Apply—Care of "Daily Press" Office. [1208]

FOR SALE.

RACING yacht "ROLLA" of the R. Handicap Class. Winner of Commodore's Cup last year and second in Championship. Apply to—P. C. POTTS, 11, Queen's Road Central, Hongkong, September 4th, 1919. [1209]

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA" VOY 13-OUT. FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.

Consignees of cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 8th, at 10 A.M., and Sept. 11th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Sept. 11th, will be subject to sale.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Alexandra Buildings, Hongkong, September 4th, 1919. [1210]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship "KUMSANG".

having arrived from the above ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hangars of the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where and/or from the Wharves delivery may be obtained.

Goods not cleared by Sept. 7th, will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, September 1st, 1919. [1198]

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "ELPENOR"

are hereby notified that the Cargo will be discharged into Holy's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after September 4th.

Optional cargo will be loaded, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Sept. 10th, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 14th, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hongkong, September 2nd, 1919. [1207]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on MONDAY, SEPTEMBER 8th, 1919, at 5.30 P.M.

Business:—As posted in the Hall of the Club.

By Order, E. DES VEAUX, Secretary, Hongkong, 27th August, 1919. [1172]

NATIONAL BONDS OF THE 3RD, 4TH AND 5TH YEARS OF THE REPUBLIC OF CHINA.

NOTICE IS HEREBY GIVEN that Repayment of Drawn Bonds and payment of interest Coupons will henceforth be made in Hongkong Notes, at Current Rates, for the equivalent of the face value of said Bonds and Coupons.

For the BANK OF CHINA, TSUYEE PEI, Manager, Hongkong, September 1st, 1919. [1182]

IN THE MATTER OF THE Trading with the Enemy Ordinances, 1914 to 1919.

THE CUSTODIAN OF ENEMY PROPERTY, Hongkong, has for sale by Private Tender the following number of shares in the undertaking of the HONGKONG AND WHARF DOCK COMPANY, LIMITED, namely, 833 (Two Hundred and Ninety) Ordinary Shares in respect of the Capital of the said Company as existing prior to its increase in 1915 and 57 (Fifty-seven) Ordinary Shares (being the rights in respect of the said 290 Shares) in respect of the Capital of the Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September, 1919.

Particulars, Forms of Tender and Conditions may be obtained from the CUSTODIAN OF ENEMY PROPERTY, Hongkong, at the Treasury, Hongkong, or from Messrs. DEACON, LOCKER, DEACON & HARRISON, Solicitors, 1, Des Vaux Road Central, Hongkong.

By Order, G. M. MESSER, Custodian of Enemy Property, Hongkong, Hongkong, August 28th, 1919. [1184]

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the P.A.S. OFFICE, POST OFFICE BUILDING between the hours of 9 A.M. to 1 P.M. and 3 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or Identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50. 40

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads. Tel. 212.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine, under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to—J. H. OXBERRY, Proprietor. 910

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, American, Continental, and South African Ports.

THE Homeward Mail Steamer carrying "HIS MAJESTY" Mail, will be despatched from this port about SEPTEMBER 7th, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer, proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 8 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—MACKINNON, MACKENZIE & Co., Agents, P. & O. S. N. Co. Post Box 113, 2, Des Vaux Road Central.

INTIMATIONS

NOTICE.

the undersigned of No. 31, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SUN LAGO" or London, official number 106773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd., for permission to change her name to "APOEY" and to have her registered in the new name as the Port of Hongkong as owned by THE LAR HING STEAMSHIP COMPANY, LIMITED.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. Date at Hongkong this 4th day of Sept. 1919. LI KOON CHUN, Managing Director, or LAI HING S.S. CO., LTD. [1204]

ANGLO-FRENCH SCHOOL CAUSEWAY BAY.

SCHOOL will re-open on Monday, September 8th, at 9 A.M. THE HEADMISTRESS. [1204]

WANTED

FIRST-CLASS—12 Bore—Sporting gun.

Apply—Box 888, Care of "Daily Press" Office. [1186]

TO LET.

10, Des Vaux Road Central.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1108]

TO LET.

NO. 102, THE PEAR, 4-Roomed House at the Peak.

Apply to—PERCY SMITH, SETH & FLEMING [1202]

FRENCH LESSONS

G. MOUSSON.

18, MONKTON HILL ROAD. [11]

WAI KEE

FLAG AND SAILMAKER.

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Hongkong, September 1st, 1919. [1248]

NOTICE TO CONSIGNEES.

THE following Cargo is lying at Kowloon Godowns and Consignees are requested to take immediate delivery otherwise charges will be sold to defray storage charges:—

3-1 C/ Brandy Sample, arrived per s.s. "NINA" 6/2/14 from London. Consignee Mr. L. H. Goh.

1/8-8 C/S. Freezing Machine arrived per s.s. "MAIZA" 21/7/14 from London.

ELLIS 105/10-8 bales Periodicals, arrived per s.s. "MOOTAN" 1/11/14 from London. Consignees Messrs. Ellis Bros.

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MACKINNON, MACKENZIE & CO., Agents, P. & O. S. N. Co. Hongkong, September 2nd, 1919. [1203]

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The Daily Press.

HONGKONG, SEPTEMBER 1TH, 1919.

VIS UNITA FORTIOR.

Our only difficulty in replying to the letter that appeared in our issue of yesterday from Mr. B. L. Frost is that of exposing its many inaccuracies within a reasonable compass. Our correspondent complains that the resolution which the Committee of the Constitutional Reform Association "wished to be passed" by the public meeting held at the Theatre Royal on January 9th was "cut and dried." If he means by that that it was prepared beforehand, and not spontaneous, we agree, but we fail to see that it furnishes any ground for adverse criticism. It would surely be very unbusiness-like to call the public together without having some definite proposal to put before them; to wait, as it were, for the spirit to move them; and then to endeavour to frame on the spot a well-balanced scheme of reform out of the discursive and conflicting remarks that might be offered. The absurdity of such a proceeding is self-evident. If, on the other hand, Mr. Frost intends to imply that the Committee hatched a plot in secret and sprang it on the meeting we can only assume that his memory is hopelessly at fault or that he suffers from mental astigmatism. Three weeks before the date of the public meeting a series of tentative proposals were sent to the Press with the avowed object of eliciting expressions of opinion, and, as a consequence of the criticism thus evoked, important modifications were introduced in the final draft which appeared in our columns on January 8th. Originally it was sought to obtain an unofficial majority of one in the Legislative Council by reducing the number of officials from eight to seven and increasing the unofficials from six to eight. Of these eight, two were to be nominated, as hitherto, by the Governor from amongst the Chinese community, while of the other six two were to be

elected by the Hongkong General Chamber of Commerce, one by the Justices of the Peace, and three (one of whom was to be of Portuguese race) by the Sanitary Board electorate. At the time we foretold that the proposal to double the representation of the Chamber of Commerce was "likely to meet with strong opposition," seeing that the members of that body must play an important part in the other elections. We urged, further, that, for reasons very similar to those which we have advanced against the separate representation of Kowloon, it was neither necessary nor desirable to insist that one of the three popularly elected candidates must be of Portuguese extraction. We argued that if the demand were enforced it ought to be accompanied by the condition that the other two members should always be British, and we pointed out that the proposed electorate was "not restricted even to British subjects, though we hope it will be, for we cannot recall any nation which permits foreigners to take part in the selection of its Government." In the final draft the number of unofficial members was increased from eight to nine, in order to meet the wishes of the Chinese community for another representative, and the idea of reducing the official vote was abandoned. While the proviso was retained that one of the three members which the general community were to return should be of Portuguese race, the stipulation was added that the other two should be of British race. Again, although the Sanitary Board electorate was retained, the right to vote was limited to British subjects. We thus won two of our four points, and the third was scored at the meeting. How, in the face of these facts, can anyone pretend that the Committee "cloaked their designs in order to achieve their object by stifling discussion?"

It will be found equally difficult to substantiate the suggestion that the meeting was tricked into passing a resolution of which it did not approve. If it were true, it would be a reflection upon the intelligence of the community and a powerful argument against popular representation. Mr. Frost appears to base his allegation upon the fact that Mr. McGuigan's amendment depriving the Chamber of Commerce and the Justices of the Peace of special representation was not put to the vote. Evidently he is ignorant of the rules governing the conduct of meetings. The further amendment moved by the Editor of this newspaper in favour of transferring to the general electorate the additional seat which it was proposed to give to the Chamber of Commerce was put to the meeting in its proper order and, thanks to the able advocacy of the Hon. Mr. C. G. ALABASTER, was carried by a large majority. On being submitted subsequently as a substantive resolution it was agreed to unanimously. Manifestly it would be absurd to pass two conflicting resolutions. Those who, like Mr. Frost, preferred Mr. McGuigan's amendment presumably voted against the further amendment and, if they had been in a majority, would have had their way. They had two opportunities of offering opposition and, if they failed to seize either, the less they say about it now the better. We refuse to believe that Mr. Frost and those who think with him are so simpletons as they would have us believe.

From the foregoing it will be clear, we think, that the resolution was not our own, as Mr. Frost alleges, but that of the meeting. Except for one alteration designed to give the public a greater voice in the management of their affairs and to find a way out of the difficulty which Mr. McGuigan's unexpected amendment had created, the resolution carried was that framed by the Committee after receiving suggestions from various quarters. Consequently, Mr. Frost's attempt to impale us on the horns of a dilemma by pointing to the sectional representation which it accorded to different interests fails. Mr. Frost, on the other hand, exposes the weakness of his own case by justifying it by precedents which he condemns. We do not pretend that we regard the scheme as perfect, but we believe that it represents a good compromise as could be effected between divergent ideas and that it can claim to command a greater measure of common consent than any alternative which has been suggested. It does not follow, however, that if we have had to make some concessions in matters of detail for the purpose of securing a general measure of agreement upon essential principles we ought

necessarily to welcome further sacrifices of a similar nature. The point that Mr. Frost does not seem to realise is that the meeting at the Theatre Royal was not empowered to draw up a new Constitution. If it had been, we could have each fought for our own ideas with all the tenacity of which we were capable. Unfortunately, however, the purpose of the gathering was merely to forward a humble petition to the Secretary of State asking for a change from the present regime and indicating the form it should take. In view of the opposition that was inevitable from certain quarters it was a *sine qua non* that there should be as close an approach to unanimity as possible. If Mr. McGuigan's amendment had been carried it would have killed the movement for Constitutional Reform; as it is, it has been held up as a bogey to frighten the timid. The Chairman and Vice-Chairman, as the chosen representatives of the Chamber of Commerce and the Justices of the Peace, respectively, would have been obliged to resign, and it is probable that most, if not all, of the Committee would have followed their example. Does Mr. Frost believe that he and Mr. McGuigan could have accomplished anything useful in the face of the opposition of the Government, the vested interests, the Chamber of Commerce, and the Justices of the Peace? Co-operation is essential to success and it cannot be assured without give-and-take. Some must concede more than they like while others must be prepared to accept less than they desire. A pull-baker-pull-devil policy will lead nowhere. The people who are constantly hickering are the worst enemies of any cause which has the misfortune to number them amongst its adherents. They dishearten their friends and encourage their foes. There are two of Aesop's fables which some of our friends would do well to remember. One has reference to a bundle of sticks and the other to a race between a hare and a tortoise. If Mr. Frost has no interest in Constitutional Reform we cannot understand why he is not content with the representation which Kowloon already possesses by numbering a member of the Government amongst its residents. If, on the other hand, Mr. Frost really desires a greater measure of popular control he should refrain from "putting a spoke in the wheel" of those who are working to obtain it.

Major M. W. Buck, and Mr. K. Brayshaw, of Hongkong University, returned to the Colony yesterday on the s.s. "Himalia."

Seventeen cases (5 deaths) of gastro-enteritis, 1 case (1 death) of cholera, and 1 case of enteric fever were reported in the Colony on Wednesday.

The death was announced, on July 21st, of William Shearer Barclay, chief marine engineer, 54 Gibson Street, Hill Road, Glasgow, late of Hongkong.

The Bangkok Government Gazette of August 25th states that H.M. the King of Siam has conferred the 2nd Class of the Order of the Crown of Siam on Sir C. P. Chatter, Consul-General for Siam at Hongkong.

A recent London Gazette announces that Lieut-Colonel H. W. Iles, D.S.O., R.G.A., recently commanding the Royal Artillery in this Command, and also, for a time, General Staff Officer, retired on retired pay on May 31st, 1919.

A fire-engine, while out for a practice run yesterday evening at a speed estimated at between 20 and 30 miles an hour along Queen's Road Central, ran into and badly damaged a ricksha placed at the edge of the road near the Astor House Hotel. The ricksha was stationary, the last of a long queue.

At the Club Lusitano, last night, Professor Sklarevski, the gifted Russian virtuoso, gave a pianoforte recital to a large and appreciative audience. The performance was promoted by Mr. M. J. Danenberg, and was under the patronage of the Portuguese Consul, Mr. E. V. M. de Sousa. Favourite selections from the works of the famous composers—Beethoven, Chopin, Granados, Rubinstein, Borodine, and Liszt—were interpreted in a masterly manner and evoked the rapturous applause of those present.

Extensive alterations are being carried out at the Hongkong Hotel. It has become increasingly evident during the past few months that the accommodation in the lounge is being severely taxed, and therefore Mr. Taggart has decided to increase the accommodation by taking down the walls on two sides of the present smoking room, and converting that portion of the building into an attractive extension of the present lounge. The smoking-room is being moved to where, until recently, the public bar was placed. The entrance to the public-bar from Des Vaux Road is being closed, and the entrance to the new smoking-room will be from the main corridor.

GERMANY BREAKS TREATY TERMS:

FRESH TERRITORIAL OCCUPATION THREATENED.

MINERS WANT FULL NATIONALISATION.

REDUCTIONS IN NAVAL EXPENDITURE FORECASTED.

ARMENIA'S PITIABLE PLIGHT.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
ARMENIA'S PLIGHT.

AFTERMATH OF BRITISH WITHDRAWAL.

London, September 3rd.
Responsible authorities in Armenia continue to emphasise the exceedingly grave situation that must follow the withdrawal of British troops.

There are conclusive indications that as soon as the withdrawal occurs, the Armenians will be attacked from the east, south, and west by the Tartars, Kurds and Turks, who are likely to form a combined force under Turkish officers.

The Kurds and Tartars are already moving towards Erivan, the Armenian capital, in readiness to strike when the Armenians are left defenceless.

BRITISH DIPLOMATIC SERVICE.

SEVERAL NEW APPOINTMENTS.

London, September 3rd.
The following diplomatic appointments have been made:—

The Rt. Hon. Sir George William Buchanan, recently Ambassador at Petrograd, to be Ambassador at Rome.

Sir Esmé William Howard, Envoy Extraordinary and Minister Plenipotentiary in Sweden, to be Ambassador at Madrid.

Sir Charles Alban Young, Envoy Extraordinary and Minister Plenipotentiary to the Republics of Guatemala, Honduras, Nicaragua and Salvador, to be Minister to Serbia.

Sir Ronald William Graham, Assistant Under Secretary of the Foreign Office, to be Minister to Holland.

Sir Horace George Montagu Rumbold, British Minister to Switzerland, to be Minister to Poland.

The Hon. Theophilus William Odo Villiers Russell, Diplomatic Secretary to the Secretary of State for Foreign Affairs, to be Minister to Switzerland.

Mr. Colville Adrian de Ruine Barclay, Counsellor of the Embassy at Washington, to be Minister to Sweden.

Lord Acton, Consul General at Zurich, to be Minister to Finland.

Sir George Russell Clerk, Acting Counsellor of the Embassy at Constantinople, to be British Minister to Czechoslovakia.

THE "HAMPSHIRE COAST" MYSTERY.

NO CONTRABAND CARGO FOUND.

London, September 3rd.
A careful search by the Customs, Police and Military authorities on the Hampshire Coast, which was recently arrested on the high seas and taken to Cork, under the suspicion that she was carrying arms, has, up to the present, not revealed anything contraband.

AMERICAN TRADE.

SIX MONTHS' SUPPLY OF GERMAN DYES.

Washington, September 3rd.
The War Trade Board has issued an order allowing the importation of a six months' supply of dyes from Germany for American manufacturers.

THE PRINCE OF WALES.

ONE LONG, CHEERFUL FESTIVAL AT MONTREAL.

Montreal, September 3rd.
The Prince of Wales, with the Mayor, motored through 40 miles of decorated streets in the City and environs, amid waving of flags, hand-clapping, cheering and bell-ringing. They traversed the poorest as well as the richest quarters. It was one long, cheerful festival.

CONSOLIDATING PEACE FRANCE'S EVER PRESENT DANGER.

Paris, September 3rd.
In the Chamber, when the Peace Treaty was being discussed, M. Tardieu disclosed the fact that France, in February, last, proposed that Germany's geographical frontier be fixed on the Rhine.

He said that President Wilson and Mr. Lloyd George recognised the justice of this request, but, instead of granting France occupation of the left bank of the Rhine, they promised immediate help in the event of German aggression.

France appreciated this offer, which was unique in history. M. Tardieu expressed the opinion that the British Army—if its services were required—would not arrive too late, as the German Army would be unable to conceal its preparations.

M. Tardieu dwelt on the prodigious strength of Great Britain and her admirable Dominions, as well as of the United States. He concluded by emphasising that France had no designs on hegemony.

EARLIER CABLES.

NEW ZEALAND RATIFIES THE TREATY.

Wellington, September 3rd.
Both Houses of Legislature, with acclamation, passed the resolution introduced by the Rt. Hon. W. F. Massey for the ratification of the Peace Treaty.

LATEST CABLES.

THE SILVER MARKET.

London, September 2nd.
Silver is quoted at 61d. spot and 59d. forward. The market is firm, with buyers.

BRITAIN'S NAVAL EXPENDITURE.

THE PROBABLE REDUCTIONS.

London, September 3rd.
The Daily Mail forecasts Mr. Walter Long's reductions in the Navy. It says that he will probably try to reduce the expenditure to £70,000,000 which is reckoned as equivalent to the pre-war expenditure of £34,000,000 at present prices.

The personnel will probably be reduced to pre-war numbers, but the greatest saving will be in ships. Only the battleships, battle-cruisers, light cruisers, destroyers and submarines will be retained. All the others will be ruthlessly scrapped. No new ships will be built in the immediate future. Hence, there will be fewer ships than before the war, but all will have greater speed and gun power.

No Admiralty Dockyards will be closed, as there are vast arrears of repairs, and the yards will be kept ready for any building emergency.

EARLIER CABLES.

REPRESENTATIVE VIEWS ON THE SUBJECT OF "WASTE."

London, September 2nd.
Interviewed by the Evening Standard on Lord Fisher's views in regard to the cutting down of naval expenditure, Admiral Sir Percy Scott says that the day of the £2,000,000 battleship is over. Such money could be better used for the Air Service.

Commander Carlyon Bellairs, after saying that much needless naval expenditure originated in Lord Fisher's policies, declared that the whole case which led to the increased naval armaments, namely, the "North Sea outlook" is now finished.

Admiral Sir Cyprian Bridge said:— "Of course the German menace has disappeared but our experience in the war has taught us the extreme importance of the Empire keeping up a very respectable naval force. In any great reduction of expenditure we must go cautiously."

A well-known naval critic, who preferred to be anonymous, said "You cannot reduce with safety."

NATIONALISATION OF MINES.

MINERS' EXECUTIVE DECISIONS.

London, September 2nd.

The Miners' Executive has decided:—
Firstly, to recommend their delegates at the meeting to-morrow, to reject the Government's offer to deal with the collieries by the purchase of mineral rights;

Secondly, to press for full nationalisation;

Thirdly, to invite the Trade Union Congress to support the miners' demands;

An official statement says it is not proposed, at present, to use industrial pressure to secure these ends.

GERMANY BREAKS TREATY TERMS.

MORE ALLIED OCCUPATION THREATENED.

Paris, September 2nd.

The Supreme Council is sending a very vigorous note to Germany pointing out that the new German Constitution, which provides for Austrian representation on the Imperial Council, contravenes the Peace Treaty, which prohibits Germany from interfering in Austrian affairs.

The Supreme Council requests the rescission of this objectionable provision within a fortnight. Otherwise, the Allies will be compelled to carry out fresh territorial occupations on the Rhine.

GOVERNMENT EXPENDITURE.

THE PREMIER DEFENDS GOVERNMENT POLICY.

London, September 2nd.

Mr. Lloyd George has telephoned from France that the statement in a Sunday paper by Lord Rothermere, who threw the whole blame for Government expenditure on Mr. Bonar Law and his Conservative colleagues, is grossly unfair.

The Premier says that it is most mischievous to blame any particular members of the Government.

The high expenditure this year is mainly due to the impossibility to complete demobilisation until peace is established on all fronts. It would have been folly to throw away the fruits of our great national sacrifice by premature disarmament.

FIGHTING BOLSHEVISM.

BRITISH DESTROYER "VICTORIA" TORPEDOED.

London, September 2nd.

The new British destroyer Victoria was torpedoed in the Baltic. She sank in five minutes. Eight persons are believed to have been drowned.

[The Victoria was built by Messrs. Swan, Hunter & Co., and completed in 1918. She was 300 feet in length, with 29ft. 6 inches beam, and a displacement of from 1,275 tons to 1,320 tons. She could attain a speed of 34 knots, and had 4 four inch guns, 1 3 inch gun, and 4 torpedo tubes.]

BOLSHEVISTS WANT PEACE WITH LITHUANIA.

COPENHAGEN, September 2nd.

The Lithuanian Legation announces that the Bolsheviks on the Lithuanian front are surrounded, and are offering to make peace with Lithuania.

The Lithuanians are advancing on Vilna and are approaching the Polish frontier.

COAL FROM GERMANY.

ALLIES AGREE TO THE REDUCED RATE.

COPENHAGEN, September 2nd.

A German official statement says that the Allies have agreed to accept delivery of coal at the reduced rate, during the ensuing six months, of 20,000,000 tons annually instead of 43,000,000 as laid down in the Peace Treaty.

If the total German production exceeds the present figure of 105,000,000 tons annually, 60 per cent. of the extra production, up to 125,000,000 tons and 50 per cent. of any extra beyond that, will be deliverable to the Allies, up to 43,000,000 tons.

If the present rate of production falls, the Allies will examine the situation.

The afore-mentioned basis is only valid if the deliveries are immediately begun, which the German Government is resolved to do.

THE FATE OF SYRIA.

FRENCH MAINTENANCE OF HER RIGHTS.

Paris, September 2nd.

A Havas message says:—
The French papers state that France has shown herself disinterested, up to the extreme limit, in regard to the Syrian question. All France stands behind the French Government for the maintenance of her rights.

The French Government, in an official note, characterises as "completely inexact" the statement that in arresting Emir Said, the Syrian chief, the British authorities in Syria had the approval of the French High Commissioner at Beirut.

The French papers, commenting on the incident, state that it was an act of irresponsible colonial circles, and was not done in consequence of orders issued by the Government.

THE PARTITION OF THRACE.

TERRITORIAL COMMISSION'S RECOMMENDATIONS.

Paris, September 3rd.

At the Supreme Council, the Territorial Commission recommended that Greek troops should occupy Western Thrace and a force of British, French, and Italian troops should occupy Central and Eastern Thrace, as the United States has agreed to this. Steps will doubtless be taken.

The question of the partition of Thrace is still under examination.

It is considered that an arrangement will be reached by which Bulgaria will be guaranteed access to the Aegean Sea at Dedeagatch.

DEVASTATED FRANCE.

GERMAN PRISONERS BEING REPLACED.

Paris, September 2nd.

A Havas message says:—
The French Government is taking steps to replace, by an army of French, British and Allied workmen, the 250,000 German prisoners of war who have been till now engaged in the work of reparation in the devastated regions.

The proposal of the German Government for the employment of bodies of free German labourers, paid by the German Government, is not regarded with favour by the French people.

GENERAL PERSHING.

FAREWELL MESSAGE TO FRANCE.

Paris, September 2nd.

A Havas message says:—
The General Pershing put out to sea, to-day, with General Pershing on board. There was a touching scene as Marshal Foch bid God-speed to General Pershing, who replied "I say good-bye to France, and her patriotic men and women, with a feeling of confidence for her welfare in the future."

BOXING AT HOME.

ANOTHER BECKETT VICTORY.

London, September 2nd.

At the Olympia, in a 20-rounds' contest, for £1,000 a side and a purse of £2,000, Joe Beckett, the British heavy-weight champion, knocked out Eddie McGorty (America) in the seventeenth round.

In a ten-rounds' contest, Fred Fulton (America) knocked out Arthur Townley of Birkenhead, in the first round.

In a 20-rounds' contest Johnny Basham, welter-weight champion of Britain, beat Francis Charles (France) on points.

THE PENINSULAR EXPRESS.

RESUMPTION OF THE SERVICE.

London, September 2nd.

The P. & O. Co. announce the resumption of the Trans-Continental Peninsular Express from Calais to Marseilles which was suspended in 1917.

GERMAN AGENTS AGAIN.

A sensational trial has begun before the Federal Tribunal at Zurich. The accused, all of whom are German agents, number twenty-eight, including two Germans and two Hindus. The remainder are Italian and Swiss anarchists, and include two women. They are charged with conspiring to cause a revolution in Switzerland and Italy, to murder Signor Salandra and Baron Sonnino, and to blow up the banks and banks in Milan and Rome, and the principal tunnels, including the Simplon. One side of the court was filled with tables, covered with bombs, hand grenades, revolvers, Brownings, poison, and bacteria tubes of great force. The bombs and grenades bear German military factory marks.

LATEST CABLES.

THE AUSTRIAN TREATY.

DR. RENNEN LEAVES FOR VIENNA.

Paris, September 3rd.
The revised Peace Treaty was handed over to the Austrians, to-day, without ceremony, by M. Dutasta, the Secretary General of the Peace Conference, in the historic Louis XIV. Hall of the Henry IV. Pavilion at St. Germain.

Dr. Renner left later for Vienna, where the National Assembly discusses the Treaty on Saturday or Sunday.

EARLIER CABLES.

AUSTRIA MUST BEAR FULL RESPONSIBILITY.

Paris, September 2nd.
The following is a summary of the text of the covering letter which accompanied the revised text of the Austrian Treaty, which M. Dutasta handed to the Austrians to-night.

THE RESPONSIBILITY FOR THE EUROPEAN CALAMITIES.

Replying to Austria's objection to the Draft Treaty on the ground that Austria should not inherit all responsibility in regard to reparation, seeing that the Austro-Hungarian Monarchy has been dissolved, the Associated Powers observe that this view indicates a fundamental misconception of the responsibilities of the people of Austria, who, together with the people of Hungary, must bear, in a peculiar degree, the responsibility for the European calamities.

HOW THE WAR WAS PRECIPITATED.

The war was precipitated by the ultimatum presented to Serbia, and, in spite of the latter's acceptance of practically all the demands, hostilities were deliberately opened against Serbia which directly caused the universal war.

ULTIMATE WAS AN INSINCERE EXCUSE.

It is now evident that the ultimatum was an insincere excuse for beginning the war, for which the late autocratic Government of Vienna, closely associated with the rulers of Germany, had long prepared. Moreover, the presence of Austrian guns at the siege of Liège and Namur proved the intimate association of the Governments of Vienna and Berlin in the plot against public law and the liberties of Europe.

THE HAPSBURG DYNASTY AND ITS SATELLITES.

The Austrian Delegation appear to think that the responsibility in this respect rests wholly with the Hapsburg Dynasty and its satellites, and, because the Monarchy was dissolved by the Allied victory, the people of Austria can escape the responsibility for the deeds of their own Government.

ACCORDING TO COMMON JUSTICE.

Had the people of Austria before the war endeavoured to curb the militarist dominating spirit animating the Monarchy, or made an effective protest against the war, the present plan might have been considered. But, as the people acclaimed the outbreak of war ardently, supported it from start to finish, and did nothing to dissociate themselves from the policy of their Government and its allies until they were defeated in the field, they must, according to common justice, now bear the full measure of responsibility for the crime of bringing such worldwide misery.

ASCENDANCY OF GERMAN AND HUNGARIAN PEOPLES.

Furthermore, later, the Hapsburg system became one for maintaining the ascendancy of the German and Magyar peoples over the majority of the inhabitants of the Monarchy. By vigorous support, the Austro-Hungarians maintained their ancient effete autocracy, because it gave them political and economic domination over their fellow-subjects.

WHAT THAT POLICY LED TO.

It was a policy of racial ascendancy and oppression, causing irredentist movements along the frontiers, which kept Europe in a ferment of unrest. It led to the growing dependence of Austro-Hungary upon Pan-Germanism and finally led to the situation of the Hapsburg Monarchy deliberately seeking to destroy the liberty of the small independent States which blocked the way to Constantinople.

PRINCIPLES OF THE DRAFT TREATY MUST STAND.

The Associated Powers, therefore, re-emphasise the responsibility of the people of Austria, and declare that the principles of the Draft Treaty must stand. Until peace is signed, the people of Austria will remain an enemy people, and, upon the signature, the Associated Powers hope and expect to maintain friendly relations with Austria.

AUSTRIA'S RELATIONS WITH THE NEW STATES.

As regards Austria's relations with the new States, the Associated Powers point out that Austria's disabilities arise mainly from her pre-war policy of ascendancy—which produced one of the most cruel tragedies of the war, when millions were driven, under pain of death, to fight in the army which was used to perpetuate their own servitude. But now they are all determined upon independence, and will no longer trust Vienna.

THE INEVITABLE FRUIT OF PARTITION.

The policy of ascendancy has borne the inevitable fruit of partition. It is partition which is the root of Austria's troubles to-day. The Associated Powers, however, are anxious to assist the Austrians to recuperate, provided always that it is not at the expense of the new States.

CONSIDERABLE MODIFICATIONS IN THE ECONOMIC PROVISIONS.

While adhering to the general lines of the Treaty, the Associated Powers have made considerable modifications in the economic provisions. The property of Austrian nationals in territories ceded to the Allied Powers will be restored to the owners. Provision will be made for supplies of coal for Austria from Poland and Czechoslovakia in return for supplies of raw materials.

DICK REGARD TO VITAL INTERESTS OF THE COMMUNITY.

THE REPARATION COMMISSION WILL BE INSTRUCTED TO CARRY OUT ITS DUTIES IN A HUMANITARIAN MANNER, WITH DUE REGARD TO THE VITAL INTERESTS OF THE COMMUNITY, AND PERMITTING ANY MITIGATIONS WHICH MAY BE REQUIRED BY THE FOOD SITUATION IN AUSTRIA.

TERRITORIAL LIMITS MUST STAND.

As regards the territorial limits established for the Republic of Austria, the Associated Powers are unable to modify their previous decisions, but have admitted Austrian claims in regard to the town of Radkersburg.

BOUNDARIES OF THE SMALLER STATES.

The Associated Powers have endeavoured to determine the boundaries of the States forged out of the late Monarchy in such an equitable way as will conduce to lasting peace in Central Europe, and believe that the frontiers now arranged will best guarantee the existence of all the peoples concerned, including the Austrians, without exposing them to anarchy or internecine competition.

BLOCKADE OF HUNGARY WILL BE MAINTAINED.

The document handed to the Austrians with the Treaty refers to the maintenance of the blockade of Hungary. It says that the Austrian Government will continue to take effective measures to prevent the importation, exportation and transit of all goods between Austria and Hungary until the conditions of peace have been formally accepted by the Hungarian Government.

THE LIST OF CRIMINALS.

Another document says that a list of persons whom Austria must surrender to the Allies will be addressed to the Austrian Government within a month of the Treaty coming into force.

EXTENSION OF TIME LIMIT MAY BE ASKED.

Paris, September 3rd.
It is anticipated that the Austrians will ask for two days' extension of the stipulated five days' limit for signing the Treaty, and, following the German precedent, that request will be granted.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

THE "HONGKONG" IN A COLLISION.

SINGAPORE, September 4th.
The s.s. Hongkong, from Hongkong, leaving the Harbour to-day, collided with the Kuala which was alongside the wharf. The Kuala was damaged above the water-line.

CANTON NEWS.

CANTON, September 4th.

It is stated that Tsin Ho-ming has been sent to Canton by General Luk Wing-tung, to take over the Tuchunship. At the special meeting held as soon as he arrived, Tsin explained General Luk's opinion in regard to the Tuchunship, and requested the Administrative Directors of the Military Government to issue orders for the release of the Tuchun Mok Wing-sun, and for his own appointment to the position. The Administrative Directors were in favour of referring to Mok before issuing such an order for fear of opposition.

Shum Chun-huen visited the Tuchun Mok Wing-sun on the 1st inst. and explained to him the impending change. Mok did not say anything, but has ordered his guards to keep standing orders and has sent additional troops to keep a sharp look-out in the streets near his yamen. We also learn that large bodies of well-armed police have joined the guards for patrol duties, and some of the shops near the Tuchun's yamen have their doors closed. The traffic in the Tak Sun Street, in front of the Tuchun's yamen, was interrupted for several hours yesterday, nobody being allowed to go through.

RAILWAY PROJECTS.

General Luk Wing-tung has recently decided on the construction of a railway from Nanning to Wuchow. Surveys are to be made and other preliminary steps taken. It is also stated that General Luk has again proposed the extension of the Canton-Samshui Railway from Samshui to Wuchow, the work to be carried out as soon as possible.

PEACE ENVOYS.

On hearing of Wu Chu-shu's return from Europe the members of the Military Government have sent delegates to meet him on arrival at Canton. Another message says that Wu has brought with him the full details and documents relating to the Paris Conference, and the Peking Government has requested him to proceed to Peking.

In view of the recall of the peace envoys from Europe by the Peking Government, the Military Government has telegraphed to the Premier at Peking requesting him to order the envoys to remain in Europe till after the treaty with Germany and other documents have been signed.

TRAMWAY CONSTRUCTION.

In connection with the tramway contract, the M. P.'s have invited the members of the Provincial Assembly to discuss with them a joint protest against the transaction. The members of the Provincial Assembly have replied that they have made many protests, but all have been disregarded. A public meeting is to be called to discuss the question.

LAUNCH CAIROED.

A report from Nanning states that the launch Kai-Poon, which runs between Nanning and Longchow, was capsized by the force of the flood, and some passengers were drowned.

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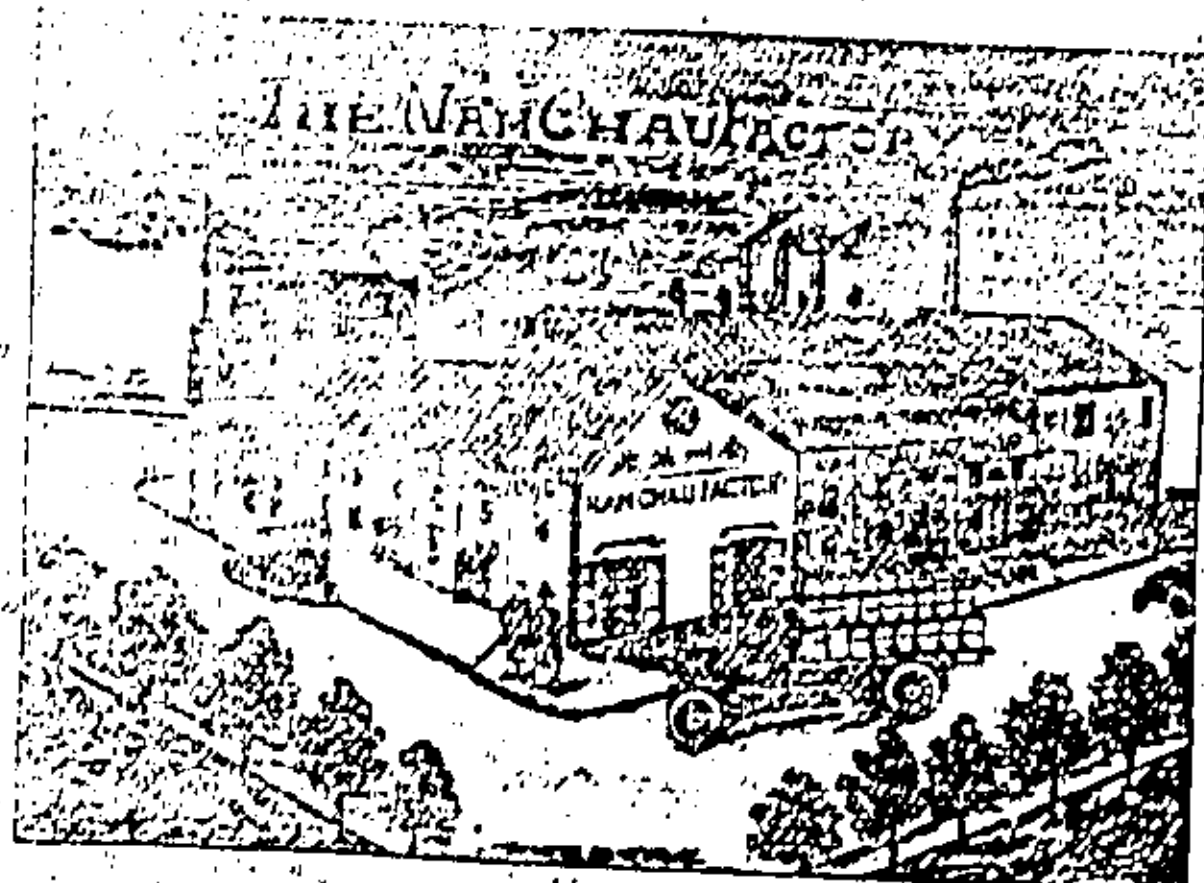
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MR. MONTAGU'S DEFENCE. THE INDIAN REFORM BILL.

(By T. EARLE WELBY,
Secretary of the European Association
of India.)

Lord Curzon has proved a somewhat lukewarm supporter of Mr. Montagu. The Radical journal which described his recent speech on Indian reform in the House of Lords as one of "glorious acquiescence" was not inaccurate. Where the Secretary of State is enthusiastic, the ex-Viceroy is troubled with many doubts, conscious that the policy in which he now acquiesces is not in accord with that which when in India he followed and driven to the weak explanation that fourteen years' delay, in some manner which he admits he can only conjecture, have changed India so far as to make the Montagu policy that which the country needs. Lord Curzon has added nothing to the case for the Montagu bill, though he has stated it with something of his customary eloquence. Has Mr. Montagu, since it first appeared, been able to add anything to the case for it? When he rose to move the second reading of the Indian Reform Bill, the House emptied with an alacrity which did not escape his notice, and to which he felt himself obliged to allude with such peculiarity as he could achieve. If the British democracy is really consumed with zeal for Indian reform, a la Montagu, its elected representatives have curious ways of conveying their constituents' wishes. It may be a more reasonable supposition that, as a whole, the British democracy cares little about Indian reform, and that its elected representatives, mostly too little acquainted with Indian affairs to oppose Mr. Montagu, are the suspicious of his project to countenance it by remaining in the House to hear arguments which they can neither answer nor believe. However that may be, it is certain that something like 90 per cent. of the people most concerned, the people of India, know nothing and care nothing about the Montagu-Chelmsford scheme, and that even as regards the interested minority the project has few whole-hearted supporters. To say, as Mr. Montagu said, that "315 million people were eagerly awaiting the decision of the House" is simply a rhetorical flight outside the realm of fact. Mr. Montagu's defence of his bill was not devoid of ingenuity. Thus, in retorting to critics who thought too many departments would be "reserved" and too few "transferred" to quasi-popular control under Indian Ministers, Mr. Montagu contended that there was nothing in the bill to prevent a Governor of liberal views working the "reserved" departments as if they had been "transferred." This is true enough. But what does it mean? It means, surely, that the assurances given to people who doubt the practicability of the dual system are of slight value. There is no sure guarantee that any department which experts have judged it essential to retain under the bureaucratic and mainly British half of the Government will, in fact, be worked by that half of the Government. We have come down to a tangle on the personality of the Governor.

Again, when Mr. Montagu told the House, with a certain effect of epigram, that the only alternative to government by despatch was government by vote, he perhaps said a neat thing. Yet those who know India can only reflect that a vote expressive of the wishes of the bulk of the Indian population is a thing inconceivable at present, and that it is idle to talk of alternatives of which one is actual and the other existing only as a dream of the future. Thus the system of government by despatch from the India Office is often productive of harmful delay and hampering interference with men who know local conditions is true enough. True, also, is it that government by despatch cannot be wholly done away with until officialdom in India is made responsible to public opinion in that country. But to any mind respectful of logic the inference would be in favour of a policy of relaxing control from Whitehall only as a real Indian public opinion developed, and not in favour of thrusting the vote on five million people, mostly incapable of using it aright, assuming that those five million can express the wishes of fifty times their number, and substituting for the impartial guardianship of the British an oligarchy of the most intolerant character ever established.

DUAL GOVERNMENT.

Mr. Montagu is justified in claiming for his system of dualism that it is superior to one whereby the two halves of the Government would be wholly separate. The present writer, long before the appearance of the Montagu-Chelmsford scheme, urged upon Mr. Montagu, in an interview, that, if workable at all, dualism could be worked only by keeping the two halves of the Government as closely bound together as the nature of the system permitted. To which Mr. Montagu responded with an expression of his hope that the present writer would not change his opinion if told that he (Mr. Montagu) shared it. But the question whether dualism is workable remained open then, and perhaps so remains, though with a greatly increased balance of expert opinion against it. In defending his bill Mr. Montagu was unable to adduce any new argument in support of dualism. Neither he nor the supporters he met quite fortuitously finds in the Press, have yet answered the principal criticisms which the European Association of India, in its statement on the Montagu-Chelmsford scheme, directed against dualism. It has yet to be shown that the exercise of Ministerial power when retention of a portfolio is unaffected by an adverse vote in the Provincial Legislative Council, is any test of capacity to exercise Ministerial power aright when the support of the Legislative Council is a condition of remaining in office. It has still to be explained how the ignorant

(Continued at foot of next column.)

FOREIGN CINEMA FILMS. MENACE TO NATIONAL IDEALS.

A mass meeting of cinematograph film exhibitors and those connected with and interested in the industry, was held at the Holborn Empire on July 15th, under the chairmanship of Mr. A. C. Newbould, M.P. Strong protest was made against the entry into the British film industry, of American companies, as instanced by the recent formation of the famous Lusky Company in England. The importance, from a national point of view, of keeping the British cinema industry entirely under British control was emphatically urged, the view being taken that the screen was a powerful agency in the education of the people in national ideals, and that the inclusion of foreign control would exert an injurious effect, and render them international.

Resolutions were unanimously passed requesting the Government's support to British film production on a large scale; urging that the American people be appealed to reciprocate by showing British films in their country; requesting British capitalists and investors to refrain from investing in picture theatres under foreign control, and asking the assistance of the British public in demanding that, during the shortage of dwelling-houses, no cinema-theatre controlled by other than British subjects be erected.

In proposing the resolution, Mr. R. C. Buchanan, of the Glasgow section of the Cinematograph Exhibitors' Association, said that films were being sent across from the other side of the Atlantic, which were ordinary dramas associated with the Anti-Slavery League, and all leading up to the one idea, that of advancing the ideals of the American reformer, "Pussy-foot Johnson," and making England a dry country. "If the cinema can be useful for American propaganda," continued the speaker, "it can be equally so for ours, and we are determined that if British wrongs want righting they shall be righted by British brains and British means." He added that no expression of anti-American feeling was intended; there could fight individual Americans without interfering in any way with the relations between the two countries.

Mr. J. A. Seddon, M.P., seconding the resolution, said that the enormous importance and power of the cinema as an agency for education was not fully realised. The great mass of the people learned more by vision than by thought. The war was going to leave a big scramble for the trades of the world, and the Americans were not going to lose chances. The peaceful penetration into the British film industry by people of other countries would be more effective for the destruction of our national life and ideals than was generally imagined, and to allow this great agency for public education to fall into the hands of another country with other ideals would tend to make the people forget they were Englishmen and women, and they would become international.

masses of the Indian people, wholly inexperienced in dual government, but in that respect not differing from the rest of the human race, are to distinguish between things done by the Government and things done by the "genuinely" British half of the Government. It has still to be made clear what incentive under the new conditions will send into the Civil Service, whence that British half of the Government is drawn, an adequate number of capable young men.

As the present writer was privileged to indicate in an article published by *The Daily Telegraph* on January 31st last, the attractions of Indian service have long been declining. The Montagu-Chelmsford scheme will destroy almost all that remains of them. It will also, as the Government of India admit in paragraph 48 of their letter of March 5th, destroy all security of tenure; for if an Indian Minister's orders have to be reversed on a civil servant's appeal to the Secretary of State, the Government of India, the resultant awkwardness is to be remedied by the resignation of the official whose higher authority has found to be in the right. Members of the service have made it known, through their associations, that they regard the future as containing no place for them and their like. Mr. Montagu may speak as loftily as he chooses of a Civil Service whose sole function is to carry out the policy dictated to it. Unlike Lord Curzon, who paid a fine tribute to British officials in India, he may sneer at what, in real affected ignorance, he considers the failure of the existing Civil Service to produce results. But by no means can he secure these picked young Englishmen, whom even he declares to be indispensable if he fails to provide the inducements which have hitherto drawn so many of the most brilliant and aspiring of our youth to the service of the Crown in India—inducements not of money, but of opportunity. And if that is the outlook over the future, how in the present is the civil servant in India to double the parts of Clive and the head clerk accordingly as he is switched from a "reserved" to a "transferred" department, or to return to a point made earlier in this article, accordingly as the Governor happens or does not happen to be desirous of working a "reserved" department as if it had been "transferred"?

It is one of the many questions which Mr. Montagu has left unanswered. It is his habit to invite criticism, but not to heed it. That five provincial governments have declared against him troubles him not at all. But if his bill goes through without sweeping amendments, questions which even he will not be able to explain away, the peril of a scheme which hands the Indian masses over to a socially and politically intolerant oligarchy, does injustice to the British non-official community in India, and makes no adequate provision for the supply of such administrators as he himself admits to be needed.—*Daily Telegraph*.

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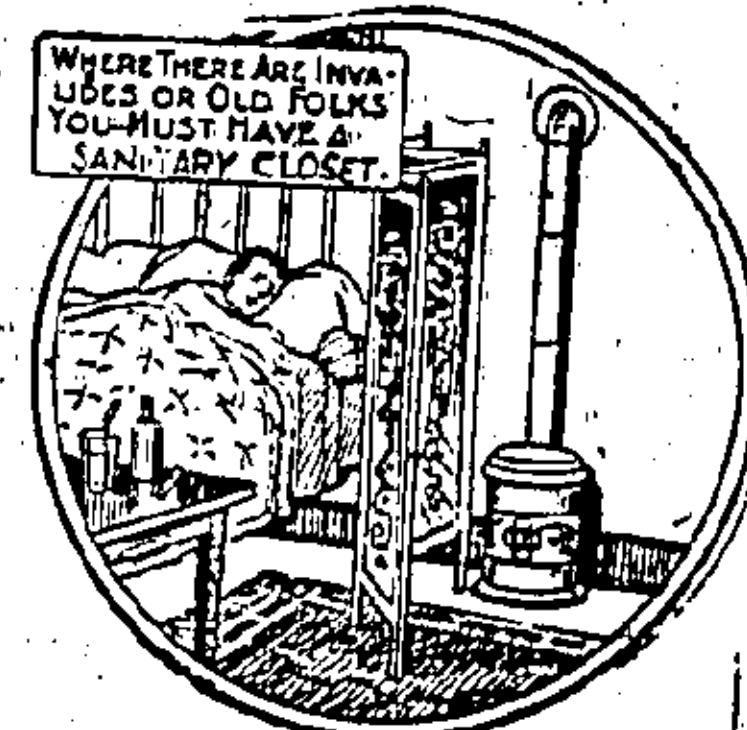
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SHIPPING NEWS

ARRIVALS

September 4th.
 Chinn. American str., 3,186 tons, Capt. A. A. Dunning, from San Francisco, which port she left on August 8th, with general cargo. (M. S. S. Co.)
 Highbury. British str., 1,270 tons, Capt. Evans, from Swatow, with a general cargo.
 Kowloon. British str., 1,222 tons, Capt. Cowan, from Bangkok with a general cargo. (B. & S.)
 Timpone. Dutch str., 2,441 tons, Capt. P. Weide, from Batavia and Balikpapan, with a cargo of sugar.
 Venezuela. American str., 3,443 tons, Capt. G. W. Vardley, from San Francisco, which port she left on July 26th, with a general cargo.

CLEARANCES

ARRIVALS

Per s.s. *Venezuela*, on September 4th:
 R. Albert, E. J. Beattie, F. Braisted, J. Casanova, T. L. Camp, J. Dias, Mr. and Mrs. E. H. Dodge, W. H. Dodge, C. C. Davenport, M. T. d'Azevedo, B. des Caldas, Mr. and Mrs. A. Dunn, N. V. Garvey, H. Grandemann, W. R. Higgins, C. Heath, E. C. Heath, L. Moorhead, J. Moore, J. C. Muller, J. Muller, J. Muller, G. Muller, N. Muller, M. Myers, Mr. and Mrs. A. E. Parmelee, G. Pate, Mr. and Mrs. J. Shannon, M. E. Shannon, C. Shopp, M. Shaw, L. C. Strunk, G. L. Shook, M. Wilson, R. S. Wilson, F. W. Wilson, P. Webb, and E. Wofford.
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 Mr. May Bette, Mr. K. Brashay, Major M. W. Bulk, Miss M. A. Buxton, Mr. E. Caban, Mr. and Mrs. F. C. Clayton, Mr. H. H. Cook, Mr. J. M. Colta, Mr. C. P. de Cruz, Miss N. Carey, Miss C. Chenoureh, Miss E. D. Curtis, Miss S. Delaurie, Mr. O. W. Daren, Mr. S. Ezekiel, Mr. C. K. Edmunds, Mr. and Mrs. J. R. Edmunds, Miss E. M. Elliott, Mrs. J. B. O. Hinkley, Mr. T. M. Hohmann, Mr. and Mrs. L. S. Hanna, Mr. S. R. Hawthorne, Mr. S. A. Khuri, Miss E. R. Lubeck, Mr. S. P. Ladd, Mr. R. Lateral, Mr. F. L. Liehaus, Mr. C. M. Martyr, Mr. and Mrs. G. C. M. Martyr, Mr. and Mrs. G. Mowling, Miss B. Mowling, Mr. R. W. Mowling, Miss L. C. Montgomery, Mr. J. M. McNair, Mr. J. M. McNair, Mr. and Mrs. F. S. Richardson, Miss M. H. Richardson, Miss E. Rudy, Miss S. Rudy, Mrs. A. M. Silva, Miss Shumate, Mr. W. R. Thompson, Miss I. Thompson, Mr. R. Rodriguez, Mr. P. S. Foo, Dr. C. C. Wu, Mr. and Mrs. J. M. Kwong.

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TJIKINI	SHANGHAI	4th Sept.	10th Sept.	JAVA
TJITABOEM	JAVA	10th Sept.	16th Sept.	SHANGHAI
TJITANOEK	JAVA	16th Sept.	22nd Sept.	JAVA
TJIPANAS	JAVA	22nd Sept.	28th Sept.	JAPAN
TJIBODAS	JAVA	28th Sept.	4th Oct.	JAVA
TJILWONG	JAPAN	4th Oct.	10th Oct.	JAVA
TJILATJAP	JAPAN	10th Oct.	16th Oct.	JAVA

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WEATHER REPORT.

September 4th, 11.50.—No returns from Vladivostok, Japan; Formosa or Indo-China. Pressure has increased considerably from Shanghai to Weihaiwei and slightly from Poochow to the Yunnan. Over the latter area there is a tongue of relatively high pressure.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.83 inch. Total since January 1st, 68.81 inches, against an average of 67.25 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	Southerly winds moderate; squally, showery
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamoo	No. 1.
South Coast of China between Hongkong and Hainan	No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 4th

	Previous Day at 4 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.73	29.77	29.79
Temperature	83	80	80
Humidity	79	87	82
Wind Direction	West	South	SW
Force	3	2	3
Weather
Rain	0.97	—	0.77

Highest open-air Temperature on 3rd, 83.
 Lowest open-air Temperature on 4th, 80.
 The time ball is out of commission.

HONGKONG TIDE TABLE

From 5th to 11th September, 1919.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	5	4:37	6.2	0:58	2.3
	6	5:48	4.4	11:24	4.2
Satur.	6	5:46	6.5	1:23	1.9
	7	6:47	4.5	2:19	4.0
Sun.	7	6:41	6.8	2:54	1.6
	8	7:39	4.8	3:37	1.5
Mon.	8	8:35	5.1	4:23	3.1
	9	8:18	7.3	5:08	1.5
Tues.	9	9:24	6.1	5:48	1.6
	10	9:47	7.3	6:32	1.8
Wed.	10	10:48	6.4	7:10	1.8
Thur.	11	11:48	6.4	7:40	1.8

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"KHIVA"	22nd Oct.	25th Nov.	4th Dec.

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The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
 A duly qualified Surgeon and Stewards are carried on each vessel.
 For Passage Rates and further particulars, apply to
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CP O S

HONGKONG TO VANCOUVER

STEAMERS	From Hongkong	Due Vancouver
Empress of Russia	Sept. 5	Sept. 23
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 10	Nov. 12
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "Empress of Russia" 4th Sept. will not call at Shanghai.

Passage Fares Hongkong to United Kingdom.
 EMPRESS OF RUSSIA 16,850 Tons Reg. Gold 6,000 Tons Reg. Gold
 EMPRESS OF ASIA 16,850 Tons Reg. Gold 6,000 Tons Reg. Gold
 EMPRESS OF JAPAN 16,850 Tons Reg. Gold 6,000 Tons Reg. Gold

For Freight Rates and further particulars, apply to
 P. D. NUTTELL & CO.,
 General Agent, Passenger Dept.
 Phone 122.

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INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHANGHAI, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHANGHAI, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(NYPELSEMA & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
WHANGWEI, C'POO, N'CHING and TIENTSIN	"KUEICHOW"	On 5th Sept., D'light.
HONGKONG	"KANSU"	On 5th Sept., 9 a.m.
SHANGHAI	"SUNKIANG"	On 6th Sept., D'light.
SHANGHAI	"SUNKIANG"	On 8th Sept., D'light.
SHANGHAI	"TEAN"	On 8th Sept., D'light.
SWATOW and BANGKOK	"KANCHOH"	On 8th Sept., 11 a.m.
SHANGHAI	"SHANTUNG"	On 9th Sept., Noon.
MANILA, C'EU & ILOILO	"TAMING"	On 9th Sept., 3 p.m.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 10th Sept., D'light.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 36

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	SATURDAY, 6th Sept., at 4 p.m.
"HAI TAN"	Capt. A. H. Stewart	TUESDAY, 9th Sept., at 1 p.m.
"QUINNEBAUG"	Capt. J. Medina	FRIDAY, 13th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

SS. "VENEZUELA"	Sept. 10th, 1919.
SS. "ECUADOR"	Oct. 8th, 1919.
SS. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendant care on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Steamship Co., Ltd.

For further information rates, literature, schedules, etc., apply to

COMPANY'S OFFICE in Alexander Building, Chester Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave H'kong about	Due at Marseilles about	Due at London about
NAGOYA	10th September	15th Oct.	24th Oct.
KHIVA	23rd October	26th Nov.	4th Dec.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th Sept. 4 p.m.	26th Sept.

CALCUTTA VIA STRAITS & BANGKOK.

Steamer	Leave Hongkong about	Due Calcutta about
ARRATON APCAR	9th Sept.	30th Sept.
IRALA	1st Oct.	26th Oct.

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
KHIVA	26th Sept.	9th Oct.

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For further information, Passages, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila)	Friday, 19th Sept., at 11 a.m.
KATORI MARU (omitting Keelung)	Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAMO MARU	Friday, 5th Sept., at 6 p.m.
IYO MARU	Friday, 19th Sept., at 11 a.m.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU	Wednesday, 2nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	Early September.
HWAH-WU	Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Monday, 16th Sept.
TSURUGA MARU	Tuesday, 20th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Sunday, 21st Sept., at 11 a.m.
AKI MARU	Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU	Thursday, 18th Sept., at 11 a.m.
YOKOHAMA MARU	Thursday, 2nd Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	Thursday, 2nd Oct.
DELAGOA MARU (London, Antwerp & Rotterdam)	Middle of October.
TOYOOKA MARU (Marseilles & Liverpool)	End of October.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 221 & 222

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	22,000	Sept. 10th
NIPPON MARU	11,000	Sept. 21st
TENNYO MARU	22,000	Oct. 2nd
SIBERIA MARU	22,000	Oct. 11th (from Yokohama)
SHINYO MARU	22,000	Oct. 23rd

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO
(SAN PEDRO, BALBOA, CRUZ, BALBOA, CALLAO, ARICA
and IQUIQUE.)
THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
ANYO MARU	15,000	Sept. 10th
SRIYO MARU	14,000	Nov. 4th
KIYO MARU	17,000	Jan. 9th, 1920.

Tickets are interchangeable with the OCEANIC PACIFIC COAST LINE
and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

Telephone Nos. 2774 and 2775

T. DAIGO, Manager.
C/o N.Y.K.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
STEAMER & DISPATCH SAILING DATE.

SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT"	22,000	On or about 23rd Sept.
	"SPHINX"	22,000	On or about 4th Oct.

MARSEILLES VIA HAIKONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"PORTHOS"	20,000	On or about 30th Sept.
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SHANGHAI	SS. "BATAVIA"		On or about
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURETTE,
Acting Agent,
Queen's Building,
Telephone 740.

O. S. K.
OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said
"ALTAI MARU" ... Thursday, 11th September
"ALASKA MARU" ... Saturday, 20th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Monday, 15th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Wednesday, 10th September.
"SIAM MARU" ... Wednesday, 24th September.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Saturday, 6th September

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"LUZON MARU" ... Beginning October

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Wednesday, 15th September.
"CHICAGO MARU" ... Tuesday, 30th September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama

"SAIGON MARU" ... Tuesday, 23rd September.
"INDUS MARU" ... Monday, 29th September.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"BOSHU MARU" ... Thursday, 11th Sept., at 8 a.m.

For KEELUNG via SWATOW AND AMOY.

"KAJO MARU" ... Sunday, 7th Sept., at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS.

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

Nov. 1st, Sept. 11th, Oct. 1st.

An unsurpassed high-class passenger service.

Princes' Buildings, O. H. BITTER, Freight and Passenger Agent, Tel. 1942.

